OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE 'HONGKONG CHINESE MAIL'
報日字華港香
(Hongkong Wa Tze Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $1.40 per annum, including postage.

VOL. XLIX. No. 9569. 號十月十年三十九百八千一英 HONGKONG, TUESDAY, OCTOBER 10, 1893. 日一初月九年己癸 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150 *Fleet Street*

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUSCRIBED,.....£1,125,000.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 3,900,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
H. HOPPIUS, Esq.—Chairman.
C. J. HOLLIDAY, Esq.—Deputy Chairman.
Carl Jantzen, Esq. | A. McConachie, Esq.
H. H. Joseph, Esq. | J. S Moses, Esq.
Hon. J. J. Keswick. | D. R. Sassoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, August 19, 1893. 880

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,...£2,000,000.
CAPITAL CALLED UP,.... " 251,093.15.0.

Board of Directors.
WM. KESWICK, Esq., Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

Hongkong Committee.
The Hon'ble J. J. KESWICK.
The Hon'ble C. P. CHATER.
H. HOPPIUS, Esq.

Head Office:
3, PRINCES STREET, LONDON.
Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI
Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, April 10, 1893. 247

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT** at **5 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Branches.
LONDON, YOKOHAMA, SHANGHAI AND AMOY.

Bankers.
THE COMMERCIAL BANK OF SCOTLAND. PARR'S BANKING CO. AND THE ALLIANCE BANK (LD.)

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

Hongkong, May 24, 1893. 47

Intimations.

NOTICE.

AUDITOR, ACCOUNTANT, and TEACHER of BOOK-KEEPING.
H. HYNDMAN.
Address: No. 20, STANLEY STREET.
Hongkong, October 9, 1893. 1747

THE JELEBU MINING & TRADING COMPANY, LIMITED.

A DIVIDEND of 5 % for the Half-year ended 12th August, 1893, having been declared COUPON No. 7 is PAYABLE at the CHARTERED BANK OF INDIA, AUSTRALIA & CHINA in Hongkong and Singapore, on and after TO-DAY as follows:—

Let A for 50 Shares with $12.50
" B " 20 " " 5.00
" C " 5 " " 1.25

HUTTENBACH BROS. & Co.,
General Agents.
Singapore, 7th October, 1893. 1743

THE NEW ORIENTAL BANK CORPORATION, LIMITED
(IN LIQUIDATION).

NOTICE.

THE LIQUIDATION at this BRANCH will in future be Conducted by THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

By Order of the Liquidator,
E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, October 7, 1893. 1745

HONGKONG JOCKEY CLUB.

NOTICE.

THE Yearly General MEETING of MEMBERS will be held in the CITY HALL on SATURDAY, 21st October inst., at 12 o'clock Noon.

By Order,
T. F. HOUGH.
Clerk of the Course.
Hongkong. October 7. 1893. 1746

CANTON INSURANCE OFFICE, LIMITED.

THE Twelfth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned, at 12 o'clock (Noon), on SATURDAY, the 21st October instant.

The Transfer BOOKS of the Company will be CLOSED from the 7th to the 21st Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, October 3, 1893. 1704

NOTICE.

NOTICE is hereby given that in accordance with Article No. 18 of the Articles of Association of THE BANK OF CHINA, JAPAN AND THE STRAITS, LIMITED, the DIRECTORS have passed a Resolution making a CALL of ONE POUND per SHARE on the Ordinary Shares of the Bank, such Call to become PAYABLE as follows:—

Five Shillings on the 1st November, 1893.
Five Shillings on the 1st February, 1894.
Five Shillings on the 2nd April, 1894.
Five Shillings on the 1st June, 1894.

The several Instalments of the above Call due on Shares on the Hongkong Register are Payable as above at the OFFICE of the BANK No. 4. Queen's Road, Victoria, Hongkong, in local currency equivalent.

INTEREST at the Rate of 5 % per annum will be allowed on all Instalments paid in advance of due dates.

If the Sums payable in respect of any of the above Instalments be not paid on or before the respective days appointed for Payment thereof respectively, INTEREST will be Charged on the same at the Rate of 10 % per annum from the day appointed for Payment thereof to the time of Actual Payment, in accordance with Article No. 21 of the Articles of Association of the Bank.

S. L. DARBY,
Acting Manager.
Hongkong, September 26, 1893. 1666

SHANGHAI DISTRICT.

LOCAL NOTICE TO MARINERS, No. 79.

Woosung Inner Bar:—Marks and Lights for Feima Channel again exhibited.

NOTICE is hereby given that from this date and until further notice the MARKS and LIGHTS for the FEIMA CHANNEL will be EXHIBITED as formerly, as there is now a greater depth of water in that Channel than in the line of the old Bar Marks.

THOS. E. COCKER,
for Harbour Master.

Approved:
E. FARAGO,
Commissioner of Customs.
Customs House,
Shanghai, Oct. 1st, 1893. 1732

THE PHARMACY,
25 QUEEN'S ROAD.

MESSRS. FLETCHER & Co. beg to inform the RESIDENTS of Hongkong and the Shipping Community that they will OPEN at the above address, on

TUESDAY FIRST, 26th September.

The Store will be managed by a THOROUGHLY COMPETENT CHEMIST who will take every care that all Drugs and Chemicals used in the compounding of prescriptions are Pure and Fresh.

FLETCHER & Co. will have on hand a Good Selection of DRUGGISTS' SUNDRIES and PATENT MEDICINES.

Telephone No. 74.
FLETCHER & Co.
Hongkong, September 23, 1893. 1658

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention for Ladies' comfort. Accommodation for Table Boarders. Central situation.
MRS. MATHER.
2 and 3 Peddar's Hill.
Hongkong, July 24, 1893. 1287

Business Notices.

LANE, CRAWFORD & Co.

JUST RECEIVED,
A NEW SHIPMENT OF
LINCOLN, BENNETT & Co.'S
FELT HATS,
ALSO,
CHRISTY'S
TERAI HATS.
LANE, CRAWFORD & Co.
Hongkong, September 21, 1893. 1635

THE MOUNT AUSTIN HOTEL.

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 35.

THIS Magnificent HOTEL is situated at the most beautiful part of the HILL DISTRICT; the Air is delightfully cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Cuisine and Wines First-class.

THE TABLE D'HOTE DINNER
Is served in the GRAND DINING ROOM at 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES iced to Order.

For further Particulars, apply to the Undersigned, or to the SECRETARY at the Company's OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, *Manager*, MOUNT AUSTIN HOTEL.
Hongkong, October 3, 1893. 1705

HONGKONG HOTEL.

Telegraphic Address, "Kremlin"—A. B. C. Code. —:o:— *Telephone, No. 32.*

THE MOST COMMODIOUS and BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the HOTEL.

WINES and SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, *Manager.*
Hongkong, October 21, 1892. 1842

HONGKONG TRADING Co.

—:(:)—

NEW DRESS FABRICS,
MANTLES, ETC., ETC.
AN EXPERIENCED DRESS-MAKER.
(MODERATE CHARGES.)

J. P. COTTAM,
Managing Partner.
1, 3, 5, D'AGUILAR STREET,
Hongkong, October 10, 1893. 1753

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
LONDON.....	*Shanghai*.....	Noon, 11th Oct.....	Freight or Passage, (calling at MARSEILLES, if sufficient inducement offers).
LONDON, &c.....	*Rohilla*.....	Noon, 12th Oct.....	*See Special Advertisement.*
JAPAN.....	*Verona*.....	Noon, 13th Oct.....	Freight or Passage.
SHANGHAI.....	*Sutlej*.....	About 23rd Oct.....	Freight or Passage.
LONDON.....	*Java*.....	About 24th Oct.....	Freight or Passage, (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to

P. & O. S. N. Co.'s Office, H. H. JOSEPH, *Superintendent.*
Hongkong, October 10, 1893. 1731

W. POWELL & Co.

LARGE STOCK OF
LADIES', GENTLEMEN'S AND CHILDREN'S
HOSIERY,
(EVERY SIZE).

All NEW GOODS.

W. POWELL & Co.
Hongkong, September 30, 1893 1690

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of SEVEN DOLLARS per SHARE for the year 1892 will be PAYABLE on MONDAY, the 9th Instant.

WARRANTS may be had on application at the OFFICE of the Society on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, October 7, 1893. 1742

STAINFIELD'S PRIVATE FAMILY HOTEL,
1, QUEEN'S ROAD EAST.

VISITORS will find SUPERIOR ACCOMMODATION at MODERATE TERMS.

Hongkong, September 1, 1893. 1527

TRADE MARK

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.
Hongkong, August 18, 1891. 1612

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERRED on which the Calls on the NEW SHARES standing in the same Name, remain Unpaid.

By Order,
R. LYALL,
Secretary.
Hongkong, April 10, 1893. 671

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM MIDDLESBORO', LONDON, PENANG AND SINGAPORE.

THE S.S. *Glenartney* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. TO-DAY.

Cargo remaining undelivered after the 15th Instant with be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 22nd Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 9, 1893. 1750

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Niobe*, Captain E. G. PFAFF, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.
Hongkong, October 5, 1893. 1721

STEAMSHIP *SYDNEY*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Cambodge* and *Tigre*, and from Havre ex Steamship *Tigre*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Wednesday), the 4th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 11th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 11th Instant, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 10th Instant, at 3 p.m.

No Fire Insurance has been effected.

C. DE CHAMPEAUX,
Agent.
Hongkong, October 4, 1893. 1710

To Let.

TO LET.

DWELLING HOUSES—
'BANGOUR,' THE PEAK—FURNISHED.
'THE WILDERNESS,' CAINE ROAD.
'NORMAN COTTAGE,' ROBINSON ROAD.
No. 4, RIPON TERRACE, Bonham Road.
Nos. 2 and 8, CHANCERY LANE.
No. 8, WYNDHAM STREET.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
Nos. 11 and 12, COOMBE ROYAL, MAGAZINE GAP—FURNISHED.
OFFICES—
FIRST and SECOND FLOORS No. 4, Queen's Road Central, over the BANK OF CHINA, JAPAN & STRAITS, LTD.
PRAYA CENTRAL, over Messrs. DOUGLAS LAPRAIK & Co.'s.
GODOWNS—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, September 30, 1893. 1338

TO LET.

NOS. 2, 7, 11 and 12, SEYMOUR TERRACE, THIRD FLOOR in No. 6, QUEEN'S ROAD.
ROOMS in COLLEGE CHAMBERS.
OFFICES in VICTORIA BUILDINGS.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, September 19, 1893. 985

TO LET.

NO. 2, PEDDER'S STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.
Apply to
G. C. ANDERSON,
13, *Praya Central.*
Hongkong, March 1, 1893. 390

TO BE LET, With Immediate Possession, the New and Well built SIX-ROOMED HOUSES, Nos. 18 and 20, CAINE ROAD. Gas and Water laid on.
Rent moderate.
For further Particulars, apply to
THE REV. J. B. MARTINET,
French Procuration,
CAINE ROAD.
Hongkong, October 5, 1893. 1726

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction, on

WEDNESDAY,

the 11th day of October, 1893, at 2.30 p.m., at No. 26, QUEEN'S ROAD CENTRAL.

ROBERT LANG & CO.
in BANKRUPTCY.

THE STOCK-IN-TRADE, FIXTURES, FURNITURE, &c.,
comprising:—

SUIT LENGTHS of SCOTCH TWEEDS, COATING in LENGTHS for COAT and VEST, STRIPE and FANCY TROUSERING, WHITE, STRIPE, and CHECK VESTING.
DRESS SHIRTS, UNDERSHIRTS and PANTS, HALF-HOSE, SCARFS, HANDKERCHIEFS, HATS, COLLARS, CUFFS, INDIA-RUBBER SHOES, CIGAR and CARD CASES, PIPES, BOOTS and SHOES, TOWELS, &c.
GLASS SHOW CASES, COUNTERS, SHELVES, &c.
ONE IRON SAFE,
&c., &c., &c.

On view from *Tuesday*, the 10th Inst.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, October 6, 1893. 1729

GOVERNMENT NOTIFICATION.
No. 355.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 16th day of October, 1893, at 4 p.m., are published for general information.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 29th September, 1893. 1748

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 16th day of October, 1893, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land at Wong-nei-chong Village, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1338	Wong-nei-chong Valley	120	140	63.2	60	7,800	20	380

IN THE COLONIAL COURT OF ADMIRALTY OF HONGKONG.

SUIT No. 3 OF 1893.

JEBSEN AND OTHERS,.....*Plaintiffs*,
against
THE STEAMSHIP *BANTAM* AND FREIGHT.

THE Undersigned will (pursuant to a Commission for Sale issued herein) SELL by PUBLIC AUCTION, on

MONDAY,

the 6th day of November, 1893, at 2.30 o'clock in the Afternoon, at the SUPREME COURT HOUSE, Victoria, Hongkong,—

(*Unless previously Sold by Private Treaty*),
THE STEEL SCREW STEAMSHIP
BANTAM,

Gross Tonnage 2,314, Net Register Tonnage 1,521, as she now lies afloat in Hongkong Harbour.

The Vessel was built by Messrs. A. & J. INGLIS, at Glasgow, in 1885 and classed 100 *A.1.*, at Lloyds, but is now unclassed and will have to be resurveyed, her eight years classing having just expired.

Length.....299 Feet
Breadth..... 37 Feet
Depth..... 15 Feet 6 inches

Is fitted with Direct Acting Compound ENGINES of 250 H.P., nominal and 1,250 H.P. Effective, built by A. & J. INGLIS in 1885; Diameter of Cylinders—H.P. 36 inches; I.P. 70 inches; Stroke of Piston 3 feet 9 inches.

Is fitted with Two Double-ended Multitubular Steel BOILERS having a heating surface of 4,840 square feet; working pressure 90 lbs. These are in good condition.

Total Dead-weight Capacity, including Bunkers, 2,800 tons.

Bunker Capacity, 352 tons.

Further Particulars can be obtained on application at the OFFICE of Mr. V. H. DEACON.

F. A. HAZELAND,
Marshal,
COLONIAL COURT OF ADMIRALTY OF HONGKONG.
1715

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chelydra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, 9th Instant, at Noon, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 6, 1893. 1730

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship
Lyeemoon,
Capt. G. HEUERMANN,
will be despatched for the above Port on WEDNESDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, October 7, 1893. 1741

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship
Formosa,
Captain HALL, will be despatched for the above Ports on THURSDAY, the 12th Instant, at Noon, and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, October 9, 1893. 1737

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship
Giava,
F. SUSINI, Master, will be despatched as above on THURSDAY, the 12th Inst., at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
DARLOWITZ & Co.
Hongkong, October 9, 1893. 1720

FOR SINGAPORE, HAVRE AND HAMBURG.
(*Calling at* NAPLES *for landing Passengers.*)
(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship
Lawang,
Captain F. VON BINZER,
will be despatched for the above Ports on FRIDAY, the 13th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, October 4, 1893. 1714

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY,
UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & NOBE.

The Co.'s Steamship
Maria Valerie,
Capt. G. COSTANZO, will leave for the above places on the 14th Instant, at Noon.

For Freight or Passage, apply to
C. ZANELLA,
Agent.
Hongkong, October 7, 1893. 1736

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship
Ixion,
Captain NISH, will be despatched as above on SATURDAY, the 14th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 9, 1893. 1749

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship
Chelydra,
Capt. R. CASS, will be despatched as above on WEDNESDAY, the 18th Inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 7, 1893. 1740

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
Denbighshire,
Capt. D. DAVIES, will be despatched for the above Ports on or about the 6th November.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, September 30, 1893. 1631

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.I.I.* American Ship
John R. Kelly,
CHAPMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEWAN & Co.
Hongkong, September 14, 1893. 1607

TO LET.

NO. 3, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, *Praya Central.*
Hongkong, May 31, 1893. 979

Intimations.

THOMAS'S GRILL ROOM.

THE Undersigned has always thought that such a place as this—First-class in every detail—was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING-HOUSE. VISITORS may have their Choice of Grilled CHOPS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, or later if notified I am also prepared to Supply MEALS to PRIVATE PARTIES per Menu or Order, they sending Dishes, &c., for same and *Cash*.

For monthly Board, $35 for 1 person.
Tiffin.....$15 per month.

AMERICAN FROZEN OYSTERS always on hand and served in every Style.

Breakfast $0.50
Tiffin 0.75
Dinner 1.00

SPECIAL TIFFINS and DINNERS can be arranged for at Short Notice.

W. THOMAS,
Proprietor.

Hongkong, May 1, 1893. 812

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS and TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices.* 742

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	TUESDAY, Oct. 17, at 1 p.m.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)...	SATURDAY, Nov. 4, at 1 p.m.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)...	THURSDAY, Nov. 23, at 1 p.m.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the **INLAND SEA OF JAPAN**, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 6, 1893. 1734

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Mogul.....	Thursday	Oct. 19.
Victoria.....	Thursday	Nov. 9.
Tacoma.....	Tuesday	Dec. 12.
Mogul.....	Tuesday	Jan. 2/94.
Victoria.....	Tuesday	Jan. 23/94.

THE Steamship *MOGUL*, Captain GOLDING, sailing at Noon, on THURSDAY, the 19th October, will proceed to VICTORIA, B.C., and TACOMA *viâ* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, September 28, 1893. 1636

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROHILLA*, Captain W. J. NANTES, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, (connecting at Bombay with S.S. *HIMALAYA*, which Vessel takes on her Cargo for LONDON, *viâ* SUEZ CANAL, leaving that port on the 4th NOVEMBER, 1893), on THURSDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 28, 1893. 1685

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
~~SINGAPORE, COLOMBO, ADEN,~~
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 16th day of October, 1893, at 3 p.m., the Company's S.S. *PREUSSEN*, Captain D. HOGEMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 14th October, Cargo and Specie will be received on board until Noon on MONDAY, the 16th Oct., and Parcels will be received at the Agency's Office) until Noon on SUNDAY, the 15th Oct. Contents of Packages are required. No Parcel Receipts will be signed at less than $2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, September 22, 1893. 1650

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th October, 1893, at Noon, the Company's S.S. *OCEANIEN*, Commandant SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 4, 1893. 1717

WINDSOR HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been Removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 25, 1892. 1534

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 356.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on TUESDAY, the 17th day of October, 1893, at 4 p.m., are published for general information.

By Command,

G. T. M. O'BRIEN,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 29th September, 1893. 1751

Particulars of the Letting by Public Auction Sale, to be held on TUESDAY, the 17th day of October, 1893, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land at Ma Tau Chung, Kowloon, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents Square Feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 642	Ma Tau Chung, Kowloon	125	128	120	120	15,380	32	461

HONGKONG RIFLE ASSOCIATION.

THE Short RANGE CUP will be Shot for on SATURDAY, the 14th Inst. Ranges, 200 and 300 yards. Time, 3 p.m.

A. MANN
Asst. Hon. Secretary.

Hongkong, October 10, 1893. 1755

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Priam*, Capt. THOMPSON, will be despatched as above TOMORROW, the 11th Inst., at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 10, 1893. 1701

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG (DIRECT).
(Taking Passengers and Cargo for TOURANE & QUINHON.)

The Co.'s Steamship *Haiphong*, Capt. GALLETI, will leave for the above Port on THURSDAY, the 12th Instant, at 2 p.m.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, October 10, 1893. 1758

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Steamship *Sungkiang*, Captain DODD, will be despatched on SATURDAY, the 14th Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 10, 1893. 1752

'Shell' Line of Steamers.

S.S. *Trocas*
" *Spondilus*
" *Elax*
" *Pelelie*

S.S. *Murex*
" *Turbo*
" *Conch*
" *Clam*
S.S. *Bullmouth.*

FOR HAVRE AND LONDON,
Taking Cargo on through Bill of Lading to NEW YORK.

The Next Sailing will be the Steamship *CLAM*, *viâ* SINGAPORE, on or about 15th November.

For Freight, &c., apply to

SHEWAN & Co.,
Agents.

Hongkong, October 10, 1893. 1754

N.B.—The Steamers of this Line will be despatched monthly from Hongkong, and offer exceptional advantages to Shippers of perishable cargo, owing to an improved method of ventilation. Copies of reports on out-turn of cargoes may be had on application to the Agents.

VICTORIA DISPENSARY.

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

Dakin, Cruickshank & Company, Ltd.

VICTORIA DISPENSARY. 673

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bremen & Ports of Call	Preussen (s).....	Norddeutscher Lloyd.	Oct. 16, at 3 p.m.
Haiphong	Haiphong (s).....	Messageries Maritimes	Oct. 12, at 2 p.m.
Havre and London	Olam (s).....	Shewan & Co.....	About Nov. 15.
Japan.....	Verona (s).....	P. & O. S. N. Co.....	Oct. 13, at noon.
London & Ports of Call	Rohilla (s).....	P. & O. S. N. Co.....	Oct. 12, at noon.
London v. Suez Canal	Ixion (s).....	Butterfield & Swire	October 14.
ndr	Shanghai (s).....	P. & O. S. N. Co.....	Oct. 11, at noon.
London	Java (s).....	P. & O. S. N. Co.....	About October 24.
London and Hamburg	Derbyshire (s).....	Dodwell, Carlill & Co.	About Nov 6.
Manila, via Amoy.....	Sungkiang (s).....	Butterfield & Swire...	Oct. 14, at 4 p.m.
Marseilles v. Saigon	Oceanien (s).....	Messageries Maritimes	Oct. 18, at noon.
New York.....	John R. Kelly.....	Shewan & Co.....	Quick despatch.
S Francisco, v. Japan	China (s).....	Pacific Mail S. S. Co	Oct. 17, at 1 p.m.
S. Francisco, v. Japan	Belgic (s).....	O. & O. S. S. Co.....	Oct. 26, at 1 p.m.
Shanghai	Lycemoon (s).....	Siemssen & Co.....	Oct. 11, at 4 p.m.
Shanghai	Sutlej (s)	P. & O. S. N. Co.....	About October 23.
Shanghai & Kobe.....	Maria Valerie (s).....	Aust. Lloyd's S. N. Co	Oct. 14, at noon.
Shanghai, via Amoy...	Priam (s).....	Butterfield & Swire...	Oct. 11, daylight.
S'pore, P'nang & B'bay	Giava (s).....	Carlowitz & Co.....	Oct. 12, at noon.
S'pore, Penang & C'tta	Chelydra (s).....	Jardine, Matheson&Co.	Oct. 18, at noon.
S'pore Havre&H'burg	Lawang (s).....	Siemssen & Co.....	Oct. 13, at 4 p.m.
Swatow, Amoy & P'ang	Formosa (s).....	Douglas Lapraik & Co.	Oct. 12, at noon.
Vancouver (B.C. &	Empress of China (s)..	Canadian P'fic R. Co..	Nov. 1, at noon.
Victoria (B. C.), &c....	Mogul (s).....	Nor. P'fic S. & R. Cos.	Oct. 19, at noon.

To-day's Advertisements.

HONGKONG CRICKET CLUB.

THE CRICKET GROUND will be OPENED for PRACTICE TO-MORROW (WEDNESDAY), 11th October. The OPENING MATCH will take place on FRIDAY and SATURDAY, 13th and 14th October.

S. L. DARBY.
Hon Secretary pro tem.

Hongkong, October 10, 1893 1757

NOTICE.

HONGKONG AND SOUTH CHINA MASONIC BENEVOLENCE FUND CORPORATION.

THE Quarterly MEETING of the above CORPORATION will be held at MASONIC HALL, on FRIDAY, the 20th Instant, at 5.30 p.m.

A. O'D. GOURDIN,
Secretary.

Hongkong, October 10, 1893. 1756

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FANNIE SKOLFIELD. Amer. barque, Capt. W. E. Sherman.—Master.

SHIPPING.

ARRIVALS.

October 9:—

Haiphong, French str., 874, H. Galetti, Haiphong Oct. 6, General.—MESSAGERIES MARITIMES.

October 10:—

Kungpai, Chinese steamer, from Canton.

Formosa, British steamer, 685, T. Hall, Tamsui Oct 5, Amoy 6, and Swatow 9, General.—DOUGLAS STEAMSHIP CO.

Glücksburg, German steamer, 918, P. Thomsen, Saigon October 5, Rice.—MELCHERS & Co.

Lawang, German steamer, 1,637, F. v. Binger, Kobe October 4, General.—SIEMSSEN & Co.

Rohilla, British steamer, 2,175, W. J. Nantes, Shanghai October 7, Mails and General.—P. & O. S. N. Co.

Hongkong, French steamer, 738, C. Bourn, Haiphong October 8, General.—A. R. MARTY.

Empress of China, British steamer, 3,003, R. Archibald, R.N.R., Vancouver, B.C., September 18, General.—C. P. R. Co.

Peacock, British cruiser, 700, Captain Ingram, Nagasaki October 5.

DEPARTURES.

October 10:—

Namyong, for Amoy.
Mut Ide, for Hoihow.
Loksang, for Swatow.
Fushun, for Shanghai.
Yue sang, for Amoy.
Genartsey, for Shanghai.

CLEARED.

Swatow, for Chefoo.
Oanfa, for Singapore and London.
Creedmoor, for New York.
riam, for Amoy.
Lawang, for Singapore and Hamburg.
Ask, for Hoihow.
Pakshan, for Swatow.

PASSENGERS.

ARRIVED.

Per *Haiphong*, from Haiphong, Messrs Lion and Bolle d'Emont, and 40 Chinese.

Per *Formosa*, from Coast Ports, Mrs Robertson, and Mr De Castro, and 232 Chinese.

Per *Glucksburg*, from Saigon, 45 Chinese.

Per *Lawang*, from Kobe, Miss Coller.

Per *Rohilla*, from Shanghai: for Hongkong, Capt. Cunningham, and 4 Chinese; for London, Mr and Mrs T. King and child, Mr E. Helm.

Per *Hongkong*, from Haiphong, 6 Chinese.

Per *Empress of China*, from Vancouver, &c., Mr K. Prentice, Mr E. S. Maxwell, Mr and Mrs Buchanan, Miss Buchanan, Rev and Mrs C. W. Swan, Mr H. J. C. Williams, Miss Hattie Noyes, Mr C. G. Veth, Rev. H. A. Kemp, Mr and Miss Risch, Mr Spring Rice, Miss McCarthy, Mrs Efner, Capt. and Mrs Moore, Mr Coutts, Col. and Mrs Mulcahy, Mr Edwards, Mrs Edie, Miss Walker, Mr A. Findlay Smith, Mr and Mrs Grundy, Mr F. Wurin, Mr C. Wurin, Dr and Mrs Beattie, Messrs T. B. Glover, Foxcroft, A. J. H. Carlill, Mody, 1 European, and 269 Chinese.

SHIPPING REPORTS.

The British steamer *Formosa* reports: From Tamsui to Amoy, strong N.E'ly gale and high sea. From Amoy to Swatow, strong N.E'ly gale and high sea. From Swatow to Hongkong, light variable winds and fine clear weather. Steamer in Tamsui, *Cass* Steamers in Amoy, *Strathleven* and *Hoihow*, Steamers in Swatow, *Newchwang*, *Phra Nang* and *Choysang*.

The British steamer *Empress of China* reports: Left Victoria, B.C., at 8.30 a.m. on September 19th, experienced light to moderate North-Westerly winds, fine weather and smooth sea to the meridian of 180° sighting Amatignak (Aleutian Island) on 26th Sept. Thence to Yokohama, light to moderate variable winds, with smooth sea and fine weather. Arrived at Yokohama at 7.30 a.m. October 2nd, left same day at 5 p.m., for Kobe. Arrived at Kobe at 4.30 p.m. October 3rd, left Kobe 9.12 a.m. Oct. 4th, for Nagasaki. Arrived at Nagasaki at Nagasaki at 3.30 p.m. on 5th, left Nagasaki at 5.20 a.m. on 6th, for Woosung. Arrived at noon, on Oct. 7th. Experienced N E'ly winds on Japanese coast, increasing to moderate gale towards Woosung. Left Woosung at 10 a.m. October 8th, and arrived at Hongkong at 3 p.m. on 10th. Experienced moderate N.E. monsoon and fine weather down Formosa Channel.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE & LONDON.—
Per *Oanfa*, at 7.30 a.m., on Wednesday, the 11th inst., instead of as previously notified.

For SHANGHAI.—
Per *Lycemoon*, at 3.30 p.m., on Wednesday, the 11th inst.

For STRAITS & BOMBAY.—
Per *Giava*, at 10.30 a.m., on Thursday, the 12th inst., instead of as previously notified.

For SWATOW, AMOY & TAMSUI.—
Per *Formosa*, at 11.30 a.m., on Thursday, the 12th inst., instead of as previously notified.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Verona*, at 11.30 a.m., on Friday, the 13th inst.

For SINGAPORE.—
Per *Lawang*, at 3.30 p.m., on Friday, the 13th inst.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr F. J. Bishop
Mr W. Buchanan
Miss Buchanan
Mr J. Cheetham
Capt. Cunningham
Mr T. Glover
Mr J. Kinghorn
Mr J. Kirkwood
Mr O. Levy
Mr L. Leon
Mr J. J. Lucas
Mr R. Lyall
Mr H. B. Macdonald
Mr C. Mattil
Mr T. Mitchell
Mr F. von Pfordten
Mrs F. W. Phillips
Mr F. E. Shean
Capt. and Mrs Stonham and child
Mr G. Thomson
Mr H. A. S. Thompson
Mr F. Woorin
Capt. Young

MOUNT AUSTIN HOTEL.

Mr John Andrew
Mr S. S. Benjamin
Mr H. E. Boxshall
Commodore Boyes
Mr Hart Buck
Dr and Mrs Candlie
Mr and Mrs C. C. Cohen
Mr Cochrane
Mr J. B. Coughtrie
Mr A. J. Easton
Mrs J. T. Hamilton
Mr and Mrs E. A. Hewett
Madam Imbault Huart
governess & children
Mr MacConachie
Mr H. F. Meyerink
Mrs Van Nierop
Mrs Olifent & child
Mr von Puttmaker
Mr W. Slade
Mr and Mrs H. Smith
Mr Smith, Junior
Mr H. E. Tomkine

WINDSOR HOTEL.

Mr W. G. Allen
Mr J. F. Boulton
Mrs J. H. Bowker
Master Harry Bowker
Mr & Mrs Geo Erkley
Miss E. Forster
Vice-Consul P. Gavan-nilles
Mr A. O'D. Gourdin
Mr & Mrs Geo. Holmes
Capt. and Mrs H. C. A. Harris
Mr R. B. Joyce
Mr P. A. Kemp
Rev. Mr Lucas
Rev. J. M. Morton
Mr E. S. Stevens
Mr Geo. L. Tomlin
Capt. C. H. Welman, 53rd Regt.
Mrs Welman

VICTORIA HOTEL.

Col. Wm. L. Barr
Mrs Farmer
Mr Guerin
Mr G. Harman
Mr G. J. M. Harman
Capt. Hildebrandt
Mr P. Hermet
Mr Alb. Laber
Mr D McIntosh
Professor G. M. Mottet
Mrs Mottet and child
Mr D. Smith
Professor Max Vandelet

PEAK HOTEL.

Mr R. Murray Adamson
Mr C. E. Birt
Mr A. Cumming
Mr F. B. Deacon
Mr F. East
Mr Ab Faber
Mr S. Forsyth
Capt. and Mrs Hunt
Mr V. Kofod
Mr W. H. R. Loxley
Mr MacLean
Mr Medhurst
Mr W. Ramsay
Mr H. W. Robertson
Mr A. E. Skeels
Mr E. Tomlin
Mr Geo. L. Tomlin

Exchange.

HONGKONG, October 10.

On London—	
Bank, Wire, ...	2/5½
" On demand, ...	2/5¾
" 30 days' sight, ...	2/5⅝
" 4 months' sight, ...	2/5¾
Credits, 4 "	2/6
Documentary, 4 months' sight, ...	2/6⅛
On Paris—	
On demand, ...	3.07
Credits, 4 months' sight, ...	3.15
On Berlin—Demand,...	2.49
On New York—	
On demand, ...	60
Credits, 60 days' sight, ...	61½
On Bombay—	
Wire, ...	194½
On demand, ...	194¾
On Calcutta—	
Wire, ...	194½
On demand, ...	194¾
On Shanghai—	
On demand, ...	73
30 days' sight, private paper, ...	73¾
Gold Leaf, 100 fine (per tael)	$42.30
Sovereigns (Bank's buying rate)	$ 8.00

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.67	29.95	29.83
Temperature	79	82	83
Humidity ...	82	75	75
Direction of Wind ...	E	—	W
Force	3	0	1
Weather	c	c	c
Rain	—	0.01	—

Highest open air temperature on the 9th.....82
Lowest open air temperature on the 9th.....77

F. G. FICO,
First Assistant.

Hongkong Observatory, Oct. 10, 1893.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Priam* leaves for S'hai, &c.
Noon.—*Shanghai* leaves for London.
4 p.m.—*Lycemoon* leaves for Shanghai.

Auctions.

2.30 p.m.—Auction of the Stock in-Trade, Fixtures, Furniture, &c., at No. 26 Queen's Road Central.

Miscellaneous.

Opening of Cricket Ground for Practice.

Goods per Steamer *Sydney* unclaimed after Noon subject to rent.

Goods per *Marquis Bacquehem* undelivered after this date subject to rent.

A. S. WATSON & Co., LIMITED.

Vegetable & Flower Seeds

SEASON 1893-94.

THE FIRST SHIPMENTS OF OUR SUPPLIES OF

GARDEN SEEDS

for this season have arrived, and we are now prepared to book orders for prompt or forward execution. Complete Catalogues with concise directions for sowing can be obtained on application or will be posted to any address. In these Catalogues the seeds are marginally numbered in English and Chinese, and when ordering it is quite sufficient to only state the numbers of the kinds required.

Orders from one person, of from $5.00 to $10.00, allowed 25 per cent. discount; over $10.00, an extra 5 per cent.

CLAY'S FERTILISER.

A high class Fertiliser for pot plants and for use in the Garden generally; it supplies natural nourishment to the soil and assists the process of assimilation, thereby aiding the plants to attain their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each...$1.50
" " 28 " ...$4.00

RANSOME'S 'NEW PARIS'

LAWN MOWERS.

The best and cheapest machines in the market. Kept in stock and supplied at Manufacturer's prices.

FERMINGER'S

MANUAL OF GARDENING

FOR THE TROPICS.

This work is alike interesting to the student of botany and practical gardener, and comprises a large number of plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names.

THE CULTIVATION OF
FLOWERS, VEGETABLES, FRUIT TREES, &c.,
is practically dealt with, and Pruning, Grafting, and Manuring thoroughly explained.

Price $7.50.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D., 1841.

Hongkong, September 4, 1893. 1550

BIRTHS.

At Shameen, Canton, on the 7th Instant, the wife of Rev. THOS. MCCLOY, of a Daughter.

On the 8th October, at Colombo, the wife of HERCULES J. SCOTT, of a Son.

At Tientsin, on the 27th September, the wife of CHARLES KLIENE, Imperial Maritime Customs, of a Son.

At No. 14, Nanzing Road, Shanghai, on the 3rd October, the wife of C. P. O. LYNBORG, of a Son.

MARRIAGES.

At Tientsin, North China, on the 26th September, at the Anglican Church, by the Rev. W. Broreton, and afterwards at the Danish Consulate, by N. Leptew, Esq., Acting Danish Consul, ALBERT DE LINDE, C.E., Imperial Chinese Railways, to MARGARET MARION, eldest daughter of William McLeish, B.A., Imperial Naval College, Tientsin, and formerly of Dulwich College.

On 4th October, at Shanghai, at the Holy Trinity Cathedral, ALEXANDER ALLAN to HETTY THERESA BANNERMANN.

At the Cathedral, Shanghai, on the 5th October, by the Ven. Archdeacon Moule, B.D., JOHN PARKER, of Mongolia, to LILLIE SHELDON ASHBURNER, of Amoy; both of the London Mission.

DEATHS.

At Bonham Island, near Shanghai, on the 29th September, CAROLINE ROOES, aged 2 months and 19 days, the infant daughter of Lizzie and Adrianus Michel.

At Shanghai, on the 5th October, SIGMUND RITTER VON FRIES (Imperial Maritime Customs Service). Aged 37 years.

☞ *The publication of this issue commenced at 6.30 p.m.*

The China Mail.

HONGKONG, TUESDAY, OCTOBER 10, 1893.

TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL.')

(Via Southern Line.)

PRINCE BISMARCK.

LONDON, October 9, 1893.

Prince Bismarck has arrived at Friedrichsruh: he is stronger than was expected and walks firmly.

IN MEMORY OF MR PARNELL.

A monster procession organised at Dublin in memory of the late Mr Parnell passed off quietly.

SOUTH AFRICA.

The Beira railway has opened; it facilitates communication with Mashonaland. Sir Cecil Rhodes has arrived at Fort Salisbury. The Bechuanaland police have advanced to Tati. Eight hundred of the Chartered British South Africa Company's forces are advancing to meet the Matabeles.

THE AMERICA CUP.

The American yacht *Vigilant* won the first race in the America Cup contest.

(From 'Le Courrier d'Haiphong.')

THE FRANCO-SIAMESE TREATY.

PARIS, October 4.

The French press is jubilant over the signing of the treaty with Siam. The tone of the English press is bitter.

M. DE CASSAGNAC PROSECUTED.

M. de Cassagnac is being prosecuted for an article in *L'Authorité* insulting General Saussier, the Military Governor of Paris.

PRINCE BISMARCK'S MEMOIRS.

Prince Bismarck has finished his memoirs which will be published after his death.

PARIS, October 6.

Prince Bismarck is worse.

FRENCH FINANCES.

PARIS, October 4.

M. Peytral, Financial Minister, is preparing a scheme of imposts which will be submitted immediately to the Chamber.

(From 'L'Independance du Tonkin.')

GENERAL MIRIBEL'S SUCCESSOR.

PARIS, Sept. 29.

General de Boisdeffre is named Staff Major-General of the army in succession to the late General de Miribel.

THE RUSSIAN SQUADRON.

The Russian Squadron has left for Toulon.

Paris, October 1.

The municipality of Toulon has voted 550,000 francs for the entertainment of the Russian sailors.

FRENCH MINERS' STRIKE.

PARIS, September 29.

The miners' strikes in the North are collapsing.

A FRENCH COLONIAL MINISTER.

PARIS, October 1.

The question of the creation of a Minister for the Colonies will be settled in the month of November.

THE BOMB-THROWING IN BARCELONA.

The author of the bomb-throwing outrages at Barcelona has been condemned to death.

FRENCH COMMANDER OF MEDITERRANEAN FLEET.

PARIS, Oct. 9.

Admiral de Boissoudy is nominated Commander of the Mediterranean fleet.

THE STRIKES.

A conflict has taken place between the gendarmes and the strikers in the North.

SIAMESE AFFAIRS.

PARIS, Oct. 2.

M. Myre de Vilers announces from Bangkok that the treaty with Siam has been signed.

THE LOSS OF THE 'ROUSSALKA.'

The Czar of Russia has written to President Carnot, thanking him for the sympathy expressed by France for the wreck of the *Roussalka*.

THE CHOLERA.

PARIS, Oct. 1.

Cholera is diminishing at Brest. It has broken out on board the Italian ironclads.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Thisbe*, Sept. 8; *Asia*, 15; *Radnorshire*, *Gerda*, 19; *Ajaz*, *Benledi*, 22; *Caledonien*, *Oolong*, 26; *Ulysses*, *Vindobona*, 29; *Bayern*, *Toronto*, *Oceana*, Oct. 3.

HOMEWARD BOUND:—*Bombay*, *Gisela*, Sept. 22; *Kesmun*, *Pyrrhus*, 26; *Cyclops*, *Argyle*, *Benalder*, 29; *Yarra*, Oct. 3.

The N. P. s. s. *Mogul* left Yokohama for Hongkong via ports on Sept. 30.

The O. & O. s. s. *Belgic*, with the American Mail of 21st Sept., leaves Yokohama on Tuesday, the 10th inst., at daylight, and may be expected here on or about Sunday, the 15th inst.

The P. M. s. s. *Peru*, with mails, &c., left San Francisco for this port, *viâ* Yokohama, on Sept. 30.

The N. P. s.s. *Victoria* left Victoria for Japan and Hongkong on Wednesday, Oct. 4.

The China Mutual s.s. *Ningchow*, from Glasgow and Liverpool, left Singapore on Oct. 4, and may be expected here on or about Oct. 10.

The Austrian Lloyd's s. s. *Marie Valerie*, from Trieste and Bombay, left Singapore for this port on Oct. 6, and may be expected here on or about Oct. 13.

The P. & O. s. s. *Teheran* left Bombay for this port on Oct. 6.

The P. & O. s.s. *Aden* left London for this port on Sept. 24.

THE C. P. R. s. s. *Empress of Japan* arrived at Nagasaki at 4 p.m. yesterday, and left again at 3 a.m. to-day for Vancouver, *viâ* Kobe and Yokohama.

THE P. M. s. s. *City of Rio de Janeiro*, which left hence Sept. 14th for San Francisco, *viâ* Nagasaki, Kobe, Inland Sea and Yokohama, arrived at her destination on the 9th instant.

LAST night, Mr Chesney Duncan, late Secretary to the Mercantile Marine Officers' Association, was presented by his friends, members of the Association, with a splendid field telescope bearing an appropriate inscription.

THE Band of the 1st Shropshire L.I. will play the following at the Officers' Mess, Murray Barracks, to-night, commencing at 8 o'clock:—

Inspector Stanton, at the Magistracy this morning, brought up several dealers on charges of using false balances. Li Tack, 146 Praya West, was the worst offender. Capt. Hastings fined him $25.

To-day at the Magistracy Chau a Shiu, trader, was charged before Capt. Hastings with having 330 taels of dross opium in his possession. The evidence showed that the defendant had 20 chests of dross opium amongst a number of chests of bean curd, with the evident intention of smuggling the opium out of the Colony. A fine of $200, with the alterative of three months' hard labour, was imposed. The opium was confiscated.

The Rev. A. G. Goldsmith acknowledges gratefully the following generous contributions for Daniel John Poulsen, (second son of the late Captain Poulsen, and the only European survivor from the wreck of the barque *Florence Treat*). Messrs Gibb, Livingston & Co. have kindly arranged for his free passage to Sydney, where he has some relatives:—

H.B.M. Consul at Swatow	$17
B. J. Colcord, British ship *Centennial*	10
Officers, Steward & crew *Centennial*	19
E. A. Guervish, Ame. bque. *Fr eman*	10
H. W. Dernier, British barque *Assyria*	5
A. O. Parsons, American ship *Emily F. Whitney*	10
Omar E. Chapman, American ship *John R. Kelly*	10
C. Reeves	5
C. M. Nichols, American barquentine *Lucy A. Nichols*	10
E. L. Murphy, Am. ship *George Stetson*	10
J. Stronach, British bqtine. *Bittern*	10
Wm. R. Kennedy, Brit. ship *Greenmoor*	10
R. W. Lawrence, Am. ship *John Currier*	10

The kidnapping of young girls is reported to be very prevalent in the vicinity of Shanghai.

Reports from Yangchow state that the recent incessant rains in that prefecture are causing the local authorities considerable anxiety, as a large portion of the district surrounding that city is under water.

Mr Chu Yu-chee arrived at Tientsin the other day from the Jehol Gold Mines and handed over to His Excellency the Viceroy gold to the weight of 12,000 taels, which had been taken from the mines since May last.

The Shanghai Amateur Dramatic Club are to give a performance of the burlesque of *William Tell* next month. The Committee elected at the annual meeting are Messrs. R. B. Allen, T. Brown, H. W. Daniel, R. W. Little, E. G. Fortier and F. W. Such.

At a meeting of the Consular Body at Shanghai on the 5th inst., Mr Joaquim M. T. Valdez, Consul-General for Portugal, accepted the post of Senior Consul resigned by Mr Max Goebel. The *Daily News* regrets that Mr Valdez has accepted the empty honour.

A private letter from Ichang, dated the 27th ult., says: 'At last the autumn change has come upon us; up to a day or two ago we were simply scorched up, but now a good rain has fallen, and the thermometer is many degrees lower. Crops of all kinds have been exceptionally good this year, both spring and autumn; consequently the people look upon us with far more friendly eyes, and peace and plenty are the order of the day.'

According to accounts from Yangchow the last instalment of Tls. 50,000 out of the one million taels asked for by the Government, in aid of the famine sufferers in the North last spring, was paid the other day by that never-failing resource of Chinese officials—the Huaian salt monopolists. Since the great Shansi famine about ten years ago the Huaian salt monopolists have given to the Government a sum not far short of five million taels.

The Court celebrations at Peking of the Autumnal Equinox festival on the 24th ult. were further enlivened by the engagement of two extra theatrical troupes from the 'Outer City,' in addition to the Palace troupes, who performed four successive days before the Imperial party which consisted of Th. M. the Empress-Dowager, the Empress, and the four chief concubines of the Emperor. The *fêtes* were held at Eho Park in deference to the Empress Dowager who is at present staying there.

A sad accident happened on board the O.S.S. Co's steamer *Titan* at Kobe on the 30th ult. by which two natives lost their lives. The *Hyogo News* says that one of the ropes to the side derrick, in use for slinging cargo inboard, suddenly snapped. Flying back it struck the two unfortunates, knocking them helplessly down the open hatchway of the forehold. One fell on his head and was killed on the spot. The second fell partly upon his companion and was picked up in a badly shattered condition. He was immediately brought ashore, but died in the evening, soon after his admission to the hospital.

Recent visitors to Tongshan and Linsee Coal Mines state that the output is now about 1,000 tons daily at the first named, and 700 tons at the second named mine. About 300 tons a day only appear to reach Tientsin direct, writes a correspondent to the *Shanghai Mercury*, the balance being disposed of at the pit's mouth for local consumption. But it is estimated that when the new shaft is sunk at Linsee, the output will be increased to 2,000 tons a day. Our German friends are jubilant over the anticipated results of the recent visit of Herr Michaelson (Krupp's mining expert), with Mr. Chang Yen-moh, accompanied by Mr. Chu Yu-chee, to Jehol and Shau-hai-kwan, and they expect to see great things following in that direction.

The Chinkiang correspondent of the *N.-C. Daily News* writes:—The unusually cool summer has been followed by a very rainy autumn which brings in its train a multitude of ills. The abundant rice crop was still in the fields when the rain set in; and now in many places the now grains have sprouted. North of the river I saw women nearly waist-deep in the water cutting rice. The paddy fields are lakes and the trees are used to hang the rice straw in. The spectacle is a gloomy one and discourages even the foreigner with a sure salary. The protracted absence of the sun lays up the sick in great numbers. In China people live outdoors a great part of the time, but in wet weather the women and children are obliged to remain inside. Their damp, dingy and dirty hovels freely invite chills, fever and diphtheria. The needy creatures who live precariously from hand to mouth suffer acutely. In this and the adjoining districts there is an unlimited field for the judicious distribution of cash and the philanthropic practice of the gospel of quinine.

A native paper states that a wealthy family living in the western suburbs of the city of Nanking possess a son having four hands and twenty fingers, everyone of them perfect and useful.

HONGKONG FOOTBALL CLUB.

Last night, the annual meeting of the members of the Football Club was held in the Cricket Pavilion. Dr. J. M. Atkinson was called on to preside, in the absence of the President, the Hon. J. H. Stewart Lockhart.

The Chairman said that they had to deplore a very disastrous season, the worst he thought that the Club had ever experienced. As they would see by the report they had won only 1 match, lost 14, and drawn 2. It was a great pity that more enthusiasm in the game was not shown, because the Hongkong Football Club ought to be able to show a much better record than that presented in the report. He feared that the Hockey Club was to a great extent responsible for the little interest taken in football, for a large number of men had joined that Club and then pleaded that they had not time for both games. However, he trusted that there would be a revival this season, and felt sure there would if every member did his best to work up enthusiasm, enrol new members, and play regularly. The Committee had considered a proposal for watering the ground, many complaints as to its hardness having been made last season, but they had deemed it best to leave the decision of the matter to the members at the annual meeting. He found that it would cost $50 for 200 feet of piping, and the water would be $12 a year—say $69 altogether for the season. They had in hand a credit balance of $137, which was the brightest item in the report, and it was for the meeting to decide whether they should incur this expense. He proposed the adoption of the report and accounts.

Mr A. Chapman seconded, and the motion was carried unanimously.

The meeting then proceeded to discuss the question of laying on water, and eventually, on the motion of Mr Maitland, seconded by Mr Machell, it was decided that the proposal should be adopted for this season at any rate.

Mr H. J. Gedge, Hon. Sec. of the Rugby division, notified his desire to resign, and the meeting agreed that it was not necessary to appoint anyone especially to look after the interests of the Rugby players, who last season only figured in two matches, both of which were lost.

The following officers and committee were re-elected:—Hon. J. H. Stewart-Lockhart (President), Mr J. Keddie (Hon. Treasurer), Dr J. M. Atkinson, Mr E. A. Ram, Lieut. Meynell, S.L.I., Rev. R. F. Cobbold, and Mr H. W. Slade.

Mr H. W. Slade intimated that he would be unable to continue to act as Hon. Sec., but Mr A. Chapman, who was for some time Secretary of the York Football Club, had signified his willingness to act, and on the motion of Lieut. Meynell, seconded by Mr Maitland, Mr Chapman was unanimously elected. A vote of thanks was accorded to Mr Slade for his services.

Upon the initiation of Mr Hart Buck, a discussion took place about playing a regular eleven throughout the season, the only way in which satisfactory combination could be attained.

A vote of thanks to the Chairman concluded the proceedings.

CANTON INSURANCE OFFICE, LIMITED.

The following report will be presented to the shareholders of this Company at the twelth ordinary general meeting, to be held at the offices of the General Agents, on Saturday, the 21st inst., at noon:—

The General Agents and Consulting Committee have pleasure in submitting to the shareholders closed accounts for the year 1892, and an estimate of the present year's working to the 30th ultimo.

1892 *Account.*—The balance at credit of this account is $422.7 8.27, out of which the sum of $209 855.12 has already been paid for a dividend of 10 % to shareholders, and a bonus of 20 % to contributors of premia. Subject to the approval of shareholders, it is proposed to dispose of the remaining balance of $212.861 15 by adding to reserve fund $120,000, thereby increasing it to $850,000, paying a final dividend of $4 per share, and carrying forward the sum of $52,863 15 to 1893 account.

1893 *Account.*—This account shows an estimated balance at credit of $489,214.

Consulting Committee.—Since the date of the last general meeting the General Agents and Consulting Committee have had to deplore the deaths of Messrs T. E. Davies and J. S. Lapraik. The seat rendered vacant was offered to and accepted by Mr S. G. Bird.

Messrs Dalrymple, Sassoon, Gilles, Chater and Bird retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs Fullarton Henderson and A. Coxon, whose re-election is recommended.

Jardine, Matheson & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, 9th October, 1893.

THE SINGAPORE CIVIL SERVICE AND THE EXCHANGE QUESTION.

The following official letter has been circulated in the Straits Settlements:—

Colonial Secretary's Office,
Singapore, 19th September, 1893.

In reply to representations which have been made to the Secretary of State regarding the serious loss incurred by Officers of the Straits Settlements Government Service owing to the heavy fall in exchange, His Excellency the Acting Governor has been informed by telegraph by Lord Ripon that His Lordship is prepared to approve of an arrangement by which Government Officials of the Straits Settlements whose domicile is in the United Kingdom will be paid, up to half-pay, at three shillings to the dollar, provided that they agree to accept pay at same rate when on leave. The present rate for pension will be maintained, but, in accordance with Indian precedent, the proposed compensation will not count for pension. His Lordship regrets that he cannot do any more under existing circumstances.

2.—It is now necessary to ascertain whether the Officers concerned agree or do not agree to the proposal of the Secretary of State, and it is therefore requested that the Officer to whom this Circular is addressed will fill up and sign the paragraph at the foot hereof and then return it direct to this Office.

By His Excellency's Command,
A. P. Talbot,
Acting Colonial Secretary, S. S.

Liver Complaints.—Dr King's Dandelion and Quinine Liver Pills, without Mercury, are a potent remedy; remove all Liver and Stomach Complaints, Biliousness, Headache, Sickness, Shoulder Pains, Heartburn, Indigestion, Constipation. Made only in London. Sold everywhere.

To Cure Skin Diseases.—Sulpholine Lotion quickly drives away Eruptions, Pimples, Blotches, Redness, Eczema, Acne, Disfigurements, Roughness and Scurf, &c., leaving a clear, spotless Skin and beautiful Complexion. Sulpholine is a necessity for the Skin, especially in hot climates. Made in London. Sold everywhere in Shilling Bottles.

THE OBSERVATORY COMMITTEE.

The following are the minutes (taken by Dr Doberck) of the three meetings of the Observatory Committee:—

COMMITTEE ON ISSUE OF METEOROLOGICAL REPORTS AND WEATHER FORECASTS.

First Meeting.

Monday, the 11th September, 1893, at 3 p.m.—Present:—Dr Doberck (in the chair), Commander Miller, R.N., Captain Tillett, Captain Goddard.

The Chairman read letter C. S. O. No. 1,253.

Captain Tillett suggested that no Chairman had been appointed.

Captain Goddard thought that the Director of the Observatory had been appointed.

Commander Miller, R.N., inclined to agree with the former, and Dr Doberck with the latter. Question referred to his Excellency the Governor for decision.

Captain Tillett explained that the Committee had power to add to their number.

Commander Miller, R. N., and Captain Goddard agreed. The Chairman disagreed. Question referred.

Captain Tillett recommended Captain Burnie.

The Chairman opposed.

Captain Tillett recommended Captain G. C. Anderson.

Unanimously resolved that Captain Anderson be elected as a member.

The Chairman suggested that a second Naval Officer be added to the Committee.

Commander Miller, R N., suggested Commander Lilburn, R.N.

Unanimously agreed.

Second Meeting.

Monday, the 18th September, at 3 p.m., Present:—The Chairman, Commander Miller, R.N., Captain Tillett, Captain Anderson.

The minutes of the previous meeting were read and confirmed.

Letter No. 1,330 from the Colonial Secretary confirming the appointment of the Chairman and a letter from Staff-Commander Lilburn, R.N., informing the Chairman that his duties left him no time to join the Committee, were laid on the table.

Captain Tillett proposed Captain Burnie, Lloyd's Surveyor, as a member.

Commander Miller, R.N., seconded.

Unanimously agreed to.

Captain Tillett explained the great practical importance of the daily issue of isobaric weather charts for the area between Shanghai and Cape Saint James, taking in Tonkin and the islands of Formosa and the Philippines. Such charts would be useful to the shipping. A mere forecast of the weather expected in this colony,—whether it was going to rain or there were chances of a thunderstorm,—was under ordinary circumstances not of much value to a colony that is not interested in agriculture.

The Chairman exhibited charts and explained systems of issuing meteorological information and daily weather charts and forecasts adopted in the United States, England, Japan, Sydney, and Mauritius. The weather service in the United States was the most expensive and the most perfect. The States were covered by a net-work of telegraphic reporting stations, established at well-exposed places, and worked by officers specially trained and under constant supervision from Washington with instruments continuously verified. Their telegrams and telegraphic weather forecasts sent to each State have precedence urgency. Forecasts are further distributed through telephones All is done within an hour by a large staff of officials. The magnificent daily isobaric weather charts are necessary, as there are too many stations—about 150—to allow anybody to grasp the distribution of and the changes going on in the meteorolgical elements at so large a number of stations except by aid of projection on weather maps. The latter are issued mainly in the interest of agriculture but are highly esteemed by masters of vessels navigating the most western portion of the North Atlantic. Their value would be further increased if they covered the West Indies. But that is not done There are no daily isobaric charts for the West Indies. England issues isobaric weather charts which are most minute in the British Isles, for which weather forecasts are issued, and giving a rougher representation of the weather along the coasts round the Bay of Biscay and down to Gibraltar as well as on the continent. The Japanese tri-daily weather maps were shown, and attention called to their minute details, and the weather forecasts for the different parts of Japan. Weather charts from Sydney were shown. The stations in New South Wales, about 30 in number, were mostly lying along the coast line, and isobars could therefore not be drawn. These charts did not seem to be needed at all, as the information conveyed could be at least as lucidly exhibited in a table. The weather intelligence issued at Mauritius was highly appreciated by seafaring men. It was based on observations made at the Observatory, as there was no cable connection between the islands in the southern Indian Ocean. Captain Tillett was quite right in recommending isobaric weather charts. Such were, in fact, indispensable for forecasts. At the same time it could not be expected that forecasts in Southern China or in Europe would be as accurate as on the east coast of North America. There the depressions arrived from inland, whereas in South China and in England they arrive from the sea. In North China depressions arrive from inland and move towards Japan, so that in the northern part of the Far East forecasts could be issued the same as in America.

Captain Anderson remarked that storms in Japan arrive from the west in winter.

The Chairman stated that such was to a great extent also the case in summer.

Captain Tillett remarked that the Japanese weather charts were not of much value to vessels leaving Japan. They might be of local use.

The Chairman said he had often heard captains remark that they got more notice of storms raging out at sea in Hongkong than in Japan; but the system of issuing meteorological information there is nevertheless much superior to our own.

Mr. F. G. Figg, being called upon to give evidence, explained that the number of stations in China was not sufficient for constructing isobars, so much more as the stations were all lying along the coast. They were not selected with any reference to proper exposure anywhere, *e.g.*, the observations were made in Custom houses in sheltered positions by observers who had little or no training and whose instruments were often out of order and only to some extent compared here. It is desired to issue the forecast for the day by 10.30 a.m., but at this time usually not more than half the observations from the other stations have arrived. The forecast must be made without them, or in case of bad weather being indicated at a distance, it is delayed till more telegrams arrive This is very unsatisfactory for the general public, and not less so for those who have to frame the forecast. From two most important quarters, Formosa and Hainan, telegrams are so seldom received (and if received are never in time) during the typhoon season that we never expect them and for purposes of forecasting, they are, therefore, almost if not quite useless for the greater part of the year. In Hainan Hoihow is the only station; and in Formosa, Anping the only one from which we are supposed to get telegrams. South Cape is not in telegraphic connection with the outer world. From Anping telegrams are in summer not received more than twice or thrice in a fortnight.

The Chairman—How do you make the forecasts then? How is it done?

Mr Figg—An examination of the observations is made and the changes in pressure, wind, and weather, which have taken place since the last observation at the various stations, is noted. The relative heights of the barometer and the rate of changes of pressure then in progress at each station is then taken into account and an estimate formed of how the wind is going to change. As the stations are far asunder and for reasons before mentioned it is easily seen that inferences so drawn are sometimes incorrect and more especially as the weather on the coast is greatly modified by pressure and temperature conditions prevailing over Central China and of which at the time we know absolutely nothing; local weather is forecast using the foregoing data and by inspection of the appearances of the sky with regard to clouds and dampness. Use is also made of the rain-band spectroscope, but in my experience here it is of very little use for forecasting rain, though perhaps as regards fortelling thunderstorms its indications are sometimes of service. As we have no isobars we cannot foretell the weather from their shape as in other places.

Captain Tillett—With how many stations are you in telegraphic connection?

The Chairman—There are about 18 if you count them all; but stations in or very near the colony can hardly be counted as more than one station.

Commander Miller, R.N.—They would count for more than one station if the observations were recorded very accurately.

The Chairman—Mr Figg, if the stations were all right and scattered over China, how many would you want to make isobaric weather charts? Would 50 do?

Mr Figg.—Hardly.

The Chairman—Would 100 do?

Mr Figg—They might.

Commander Miller, R.N.—How many stations would you require round the China Sea to draw isobars?

The Chairman—It is impossible to draw isobars over the sea from stations on shore. With inferior stations 1,000 would not be enough, but if the stations were all right and properly distributed 29 would go a long way to allow inferences to be drawn regarding the weather over the sea.

Captain Tillett—How much would it cost to issue a daily isobaric weather chart for the part of the Far East between Shanghai and Cape St. James?

The Chairman—Weather charts for the whole of the Far East, something like two million dollars a year. We might want 300 stations in telegraphic connection with us. This colony could not afford to pay for an accurate isobaric weather service for the whole of the Far East.

Captain Tillett—It cannot be done then?

The Chairman—Not with the means at present at our disposal here. We get the observations, such as they are, for nothing, and get them forwarded for nothing. We cannot find fault with those who so generously assist us. You now see that the issue of such information—such very expensive information as they issue in Europe or America, is impossible for me here, through circumstances over which I have no control.

Meeting adjourned till Tuesday, the 26th September, at 3 p.m.

Third Meeting.

Tuesday, the 26th September, at 3 p.m. Present:—The Chairman, Commander Miller, R.N., Captain Tillett, Captain G. C. Anderson.

Minutes of last meeting read and confirmed.

The Chairman gave notice that he would call Mr Figg to give evidence on such improvements as he could suggest and submit a report himself after Captain Anderson had spoken.

Captain Tillett—We have not seen your letter to the Colonial Secretary. Please read it to us.

The Chairman—It was laid on the table at the second meeting, but was not read. I will read it now.

(Letter H.K.O. No. 81 read.)

Letter objected to.

Decided that an explanatory letter be circulated among the members.

Captain Anderson—With reference to a forecast in a local newspaper 'Extra' published on Wednesday, 27th September, at 1.45 p.m., was that forecast the result of telegraphic information received? If not, how was it known in the Observatory here that the centre of the storm was near the northern entrance of the Formosa Channel?

The Chairman—On the 20th at 10.5 a.m. the following notice was issued:—'Centre of typhoon now situated near northern entrance to Formosa Channel,' and the red north cone was hoisted. That was the result of a telegram received from Amoy at 9.54 a.m., giving the usual 9 a.m. observations, and another received from Sharp Peak in answer to a query. If those telegrams had not been received here we should not have known where the centre was situated.

Captain Anderson—Are we correct in assuming from what Mr Figg told us at our last meeting that the reasons put forward for not being able to supply forecasts in time for the morning's 'Extra' is that you do not receive weather reports by wire in time and frequently not at all from the most important stations?

The Chairman—Yes. That is so.

Captain Anderson—Supposing proper telegraphic weather reports were furnished in time for the Observatory, would it be possible to give forecasts, say for the regions between here and the Philippines and between here and Japan or Shanghai, not necessarily by means of isobars, but by using proper judgment and having regard to the wind force, state of barometer, thermometer, &c., at the different stations?

The Chairman—Yes; if the reports were sufficient in number and accuracy.

Captain Anderson—Supposing the Observatory here were placed in proper telegraphic communication with Bolinao and stations on the north coast of Luzon, South Cape (Formosa), and Hoihow in Hainan, as well as the China coast ports, would it be possible to lay down the tracks of typhoons, say, coming from the Bashee Channel, and publish at intervals the latitude and longitude of the centres and direction in which the storm is travelling approximately?

The Chairman—Yes; that could be done in case of typhoons coming from that direction; but very many typhoons originate in the China Sea, and then we cannot give the longitude and latitude, as long as the China Sea is not surrounded by proper telegraphic reporting stations.

Captain Anderson—Is the Hongkong Observatory in communication officially or otherwise with the authorities of the Manila Observatory and Zikawei?

The Chairman—Yes. We are in constant communication and we exchange observations telegraphically, in manuscript, and all the publications. We visit each other whenever possible and facilities are mutually granted for making observations in any one of those Observatories to the staff of the other Observatories; but I have not visited Luzon. The Jesuit Fathers are in a position to spend no end of money on their Observatories, and they can appoint any number of members. I believe in Zikawei they own as much as British Kowloon, and their income probably equals the income of the Colonial Government.

Captain Anderson—Would not hearty co-operation with these Observatories tend greatly to improve the information available here and enable forecasts to be made at least with regard to typhoons?

The Chairman—We co-operate as much as possible at present. Further co-operation, if possible, would mean loss of time.

Captain Anderson—Are there any material obstacles to such co-operation?

The Chairman—We do co-operate at present as much as scientific men can co-operate, and there are no obstacles.

Captain Tillett—Would no telegrams from Aparri on the north coast of Luzon be useful?

The Chairman—Yes; but I hardly think we would get them regularly or in time. The Spanish land lines do not seem to act satisfactorily in all cases. They do not seem to get their reports in time in Manila. The Manila telegrams reach Bolinao over a land line which is often interrupted, and this line is much shorter than the line to Aparri. We do not receive them in time; but it seems the Jesuit Fathers wait till they receive our 10 a.m. message and warnings, then they issue their telegrams.

Captain Tillett—I should think Manila the most important station in the Far East. Is it not so?

The Chairman—By no means! South Cape is perhaps the most important station, but they are all more or less important. Weather forecasts should depend upon the whole system and not upon a single station. Now, the wind telegraphed from Manila is usually wrong owing to deflection from the mountains and the tower. The barometer is of some importance, but it is sometimes wrongly transmitted. Bolinao is more important, and we can have information from there at any time during the day.

Captain Tillett—But I understand observations are made there by the officials of the Eastern Extension Company. Could their observations be trusted?

The Chairman—Yes. I should trust them more than any others, simply because they are not biassed.

Captain Tillett—How do you mean? Biassed against the Colony, or against yourself, or whom?

The Chairman—They are not biassed in making observations because they have not got any theories, or preconceived notions about phenomena, and do not claim any particular knowledge of meteorology. They observe and transmit anything they see, and ask for information about the weather if they think it looks bad. That is what I mean when I say they are not biassed. The word is used in that sense by scientific observers.

Captain Tillett—Please show us some of the telegrams and let us have the opportunity of seeing for ourselves how late they are received.

The Chairman—Here is the book. Now, see. In the first half of July the Tokio 9 a.m. message was received at 2 p.m.; Foochow at 12 15 p.m., Amoy at 11 a.m., Swatow at 11 30 a.m. and noon. Since then there has been a decided improvement, due to the interest M. von Pfordten, the manager in China of the Eastern Extension Telegraph Company, takes in the matter. I called a few years ago on Mr Judd, the then manager, but Mr Judd told me he would not do anything further, as our reports were not appreciated by the public.

Captain Tillett—The Spanish Consul gets telegrams concerning typhoons from Manila. Does he send them to you?

The Chairman—No; because I get them at the same time as he does.

Captain Tillett—Are they of much use to you?

The Chairman—We never make any use of such information. We construct our warnings on the basis of the observations we have and on nothing else. We cannot take other kind of information into account, except, of course, in case certain observations were implied.

Captain Tillett—You got two wires from Manila this morning, did you not?

The Chairman—Just before 9 a.m. Bolinao reported threatening weather. At 9 15 a.m. Mr Figg issued the notice: 'The typhoon is now east of and approaching Bolinao,' and requested Bolinao to kindly observe every hour. At 11.14 a.m. we received notice from Manila that a typhoon was E.N.E. of there and approaching the island. At 11.15 a.m. we received the observations made at 10 a.m. in Manila. Our telegrams are forwarded to all the stations in connection with the foreign telegraph companies between Wladiwostock, Tokio, Manila, and Singapore.

Captain Tillett—I think we should have a shorthand reporter. If the Government will not go to the expense, perhaps the Chamber of Commerce will do so.

Commander Miller, R.N.—I quite agree with you. It is not necessary for ourselves, but it would be more satisfactory to the public who take a strong interest in this Committee.

The Chairman—I am opposed to it as we cannot converse so freely when a reporter is present; but I will write in about it.

The meeting adjourned till October the 4th, at 3 p.m.

SUICIDE AT SHANGHAI.

On the 5th inst., a painful impression was created in the Settlement by the report that shortly after daylight a foreigner had been found dead just off the Jessfield Road, near the first bridge. For a time his identity was uncertain, but when it became known that the unfortunate gentleman was Mr S. von Fries, of the Customs, and that there could be no doubt he had taken his own life, it was generally admitted that domestic troubles, which had been the subject of conversation for some time past, were connected with the sad affair. The deceased, who was an Austrian subject, joined the Imperial Maritime Customs in 1876 and was a 2nd assistant A, stationed at Kiungchow. His wife, from whom he had been separated for some time, was well known in Shanghai, and astonishment was felt here when it was announced that in May last she had married at the Union Church, Kobe, Mr. E. F. Bennett, of H.B.M.'s Consular Service in China. It being understood that no steps for divorce had preceded this ceremony—the matter was freely discussed, and it was recently reported that the lady had been seeking to become naturalised as a Japanese subject. Mr. von Fries was apparently very desirous to obtain the custody of the child of his marriage, which was with the mother, but so far he had been unsuccessful. On Friday last he arrived in Shanghai by the *Malacca* from Hongkong, and stayed at the Astor House Hotel. On Wednesday night, having partaken of dinner, he left the hotel shortly after eight o'clock. From that time nothing more became known of him until the 5th inst., when his dead body was discovered by the side of the Jessfield Road, in a pool of blood, and with a revolver lying underneath. The revolver had been fully loaded and one of the cartridges with which death had been caused had been discharged. The first discovery appears to have been made by Mr Justus Lembke, who was riding along the road after six o'clock. He at once set off to give information, and then other persons who were also out for their morning ride came by. That the unfortunate man had been long past human aid was at once apparent. He was quite cold. Dr Milles was one of the earliest to see the body, and a superficial examination showed that the bullet had passed right through the body. The Police being informed of the occurrence, Inspector Howard had the body conveyed to the mortuary in Shantung Road. Circumstances go to show that the deceased must have committed suicide not long after he left his hotel, perhaps a little before midnight. The spot is a lonely one at night and there was little chance of persons being attracted by the noise of the shot. When the deceased's clothing was examined a long letter of about 10 pages, written in German, and dated Pesth 29th July 1893, and signed Maria Grün, was found in the right-hand trouser-pocket. In a letter-case in the breast pocket were some visiting-cards bearing the inscription 'Chevalier Sigmond de Fries, Douane Imp. Chin.,' some scraps of paper with Chinese writing and memoranda in English, and a verse of German poetry written on a small piece of paper and covering some dried flowers, which had evidently been sent from home. A handkerchief was also found, and this, like the ring and letter-case, bore the deceased's crest.—*N.-C. Daily News.*

NEWS BY THE CANADIAN MAIL

WILL MR GLADSTONE RESIGN?

London, Sept. 9.—Sir Henry Ponsonby, the Queen's Private Secretary, passed last night at Black Craig Castle, where Mr Gladstone is taking a holiday, with Mrs Gladstone and a party of friends. This morning he and the Prime Minister had a long interview, and before noon Sir Henry left with a special despatch from Mr Gladstone to the Queen concerning the Government's attitude towards the defeat of the Home Rule Bill in the House of Lords last evening. It is significant that Sir Henry's mission was not undertaken at the Queen's instance, but at the suggestion of Mr Gladstone two days ago. The Queen is known to have awaited with unwonted anxiety Mr Gladstone's decision as to his course after the rejection of the Bill by the House of Lords. The Royal idea is that Mr Gladstone should appeal at once to the country, and the determination which is understood to have been expressed by Mr Gladstone in his special despatch to hold on indefinitely will not suit Her Majesty at all. According to constitutional precedents, the Queen certainly had some reason to expect that after the overwhelming majority of the House of Lords had condemned him, the aged Premier would resign or ask the electors again to justify his policy. It is surmised that Mr Gladstone intimated in the despatch, carried to Balmoral to-day, the readiness of the Cabinet to submit to the Queen's prerogative to dismiss her present ministers. This intimation would mean little, however, as he knows he can rely on the Queen's discretion to take no step involving the Crown in the popular outcry against the House of Lords. A large and influential part of the ultra-Tory party expect such direct intervention from the Queen, but their expectation will hardly be realised. On the other hand the Queen's opinion as to the proper course for Mr Gladstone, will weigh with him undoubtedly in hastening his appeal to the country.

SAMOA AND THE POWERS.

London, September 15.—In a despatch concerning Samoa and the powers, the Berlin correspondent of the *Times* says: 'England, America and Germany have decided to transport Mataafa to the Marshall Islands, where he can be more easily controlled. He will be taken there on a German man-of-war.'

EMPEROR WILLIAM AT METZ.

Metz, Sept. 10.—In replying to the address of the Burgomaster of Strassburg on the Broglie Platz yesterday, the Emperor after expressing regret for the shortness of his sojourn in the beautiful city, said: 'When as a boy I sang "O Strassburg Du Wunderschoene Stadt," I prayed God that Strassburg for which I always felt an especial sympathy, might again become German. Since then that wish has been fulfilled. I treasure Strassburg as one of the best German cities. I am convinced that the people of Strassburg are happy in the reunion. This conviction I have felt so much the more on this occasion, as I arrived here quite unexpectedly. My engagements prevent a long stay among you now, but I hope in the future to find an opportunity for a longer stay without taking you by surprise. I feel at home among you; that is why I acquired a hunting estate in your neighbourhood, which will soon bring me here again. Once more, I thank you all for this splendid reception.' When about to leave the railway station the Emperor, again addressing the Burgomaster, said: 'My dear Burgomaster, I heartily thank you. It was all splendid.'

At the Imperial dinner again in Metz to the officers of the 15th Army Corps, the Emperor said in proposing the toast to the officers: 'With my whole heart I wish prosperity to the Fifteenth Army Corps and its leader. The efficiency which the corps has displayed proves how zealously, carefully, and devotedly the officers and men have worked and proves that the ancient corps preserves its attachment to the ancient traditions, stimulated by the praise of my grandfather and by the aims and paths which he prescribed for us soldiers and which he himself pursued.'

The Emperor concluded with an eulogy on the Inspecting Officer, the Grand Duke of Baden, whose birthday it was, and whose name the Emperor specially coupled with the toast to the health of the corps. The Emperor expressed great satisfaction to the officers for the splendid appearance and bearing of the men. The Grand Duke of Baden responded to the Emperor's toast, concluding with the words: 'May His Majesty live long and happily at the head of a peacefully developing empire.'

Carlsruhe, September 10.—The Emperor William, accompanied by the Crown Prince of Italy, arrived here this evening. They were received by the Grand Duke of Baden and Prince Albrecht, of Prussia. After the Emperor had inspected the guard of honour, he was driven to the Market Place, where he was greeted by the Burgomaster, who made the address of welcome. The Emperor thanked the Burgomaster and added: 'The anxiety which I felt in former years on coming to Carlsruhe has vanished. Thank God, the German people are standing firmly together.'

The Emperor was entertained to a private dinner party at the Castle this evening.

THE CHOLERA IN EUROPE.

London, Sept. 12.—A death occurred at Leicester on Sunday last, the attendant symptoms being considered suspicious by the physicians attending the case. An examination was made, which has resulted in a certificate that death was due to Asiatic cholera.

Another death from Asiatic cholera has occurred at Rotherham, in the West Riding of Yorkshire. The physician's report as to the two deaths at Retford, County of Nottingham, confirms the statement previously sent in these despatches that they were caused by Asiatic cholera. A death that recently occurred at Gainsborough is now declared to have been due to the scourge.

Berlin, Sept. 15.—Since Wednesday seven new cases of cholera have developed in the Empire, six of them are in Solingen and one in Duisberg. This city remains free from the epidemic.

THE VICTIMS OF CHOLERA.

Tunis, Sept. 13.—Of the 19,000 pilgrims that left here and other ports in May last for Mecca, only half have returned, the others having fallen victims to the cholera. Fully 12,000 friends and relatives met the returning pilgrims on their release from quarantine, and there were many heart-rending demonstrations of grief by the relatives of those who had succumbed to the disease. The survivors tell terrible tales of suffering. On June 24th 100,000 pilgrims were gathered on the sacred mount to hear a solemn address prior to their proceeding for Mecca. Many of the multitude were starving. The mount resembled a battle-field being strewn with the corpses of the victims of the pestilence, among whom were lying hundreds of the poor wretches who were dying from the dread disease. So frightful was the condition of affairs that no one dared to approach the place. Finally a battalion of 700 Turkish soldiers was sent to bury the dead and rescue the living. Five hundred of these soldiers lost their lives as a result of their devotion to duty. Of the whole battalion only 2[illegible]0 men escaped the pestilence.

RUMORED FRANCO-RUSSIAN ALLIANCE.

Berlin, Sept. 16.—It is popularly believed here that France has consented to allow Russia to establish a naval station on the French Mediterranean coast, but the question is which port will be given up to this purpose. Rumor, having its origin in the newspaper, the *Soir*, of Paris, says that Villefranche, the well-known port in the Department of Alpes Maritimes, will be given over to the use of the permanent Russian squadron, that the Czar intends to establish in the Mediterranean. This rumor, however, is not entirely accepted here, and it is a question whether Villefranche, Ajaccio, the capital of the Corsica Island or Biserta in Tunis will be turned over to the Russians for their naval purposes. The Mediterranean squadron of the United States once had the privilege to revictual and recoal at Villefranche. Russia, it may be pointed out, already has a naval depot there to which is attached a hospital, so it would be no new gift, nor in anywise significant to the Czar's ships. Then once more Ajaccio has a good anchorage and there is ample land area there on which to erect the buildings necessary for a naval depot, but Biserta which has a capacity for becoming the first stronghold of the Mediterranean, and which owing to the improvements recently made in its defences by France is already dreaded by Italy, would be a great worthy of France's trust in her great ally. The joint occupation of Biserta by France and Russia would compel England to immediately strengthen her naval force in the Mediterranean and would ultimately compel her to close connection with the Triple Alliance. The above summarises the leagues of space devoted by the newspapers to articles inspired and uninspired arising from the projected visit of the Russian fleet to Toulon next month. The French newspapers serve up the visit of the Czar's fleet as if it was the most momentous incident in the history of the Republic.

The German semi-official newspapers are apparently trying to keep the French excitement at fever heat by giving prominence to every rumor that has a tendency in that direction. Yet the newspaper rumors belie both the political and diplomatic calm. Of official unrest there is none. The consciousness of complete preparation gives to Germany a feeling of complete security, while waiting on the yet unsurmisable event which will participate war. The Toulon demonstration will not do so. As a matter of fact it can be stated that Russia's acquisition of a naval station in the Mediterranean is absolutely denied in official quartors, and England's co-operation with the Triple Alliance is now officially considered to be immeasurably further off than when Lord Salisbury pledged the aid of an English fleet to Italy, if the latter nation should be attacked by France. The Czar's Government has practically disclaimed responsibility for this furore in an official communication declaring that to impart to the presence of the fleet at Toulon anything like an aggressive character would be an entire misrepresentation of the intentions of Russia. It was intended as a purely friendly courtesy towards France, while affirming that there is a certain interest between the two countries. This is not language precluding Russia from venturing on the establishment of a naval station in the Mediterranean.

THE BANK OF ENGLAND.

London, Sept. 14.—The regular half-yearly meeting of the stockholders of the Bank of England was held to-day. Mr David Powell, the Governor of the Bank, announced that the liabilities on the guarantee of Baring Brothers & Co., had been reduced to £4,225,000. The debts of the firm to the Bank had been reduced £4,095,000. The Governor also announced that realizations upon the Barings' assets were proceeding slowly, but that the interest upon the securities was more than enough to meet the interest on the Bank's advances to the firm. In reply to a question asked by stockholders Mr Powell said he was unable to say whether in view of the cheapness of silver any of that metal was being fraudulently coined. The question, however, was one for the consideration of the Mint, rather than the Bank. Replying to further questions he said that when the Bank advanced money on any American securities, it took care that the collateral was first class. He added he held no American railway securities on his own account. He certainly had never passed any on to the Bank.

HONORS TO CANADA.

London, Sept. 15.—The *Gazette* this evening contains a notification that the Queen has been pleased to confer upon the Hon.

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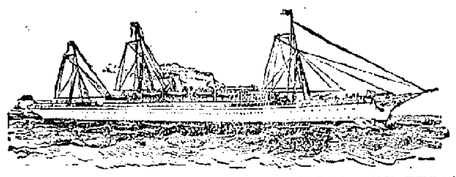
1893.  1893.

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Bank of China, Japan and Straits, Ld.	99,875 *1,200	£ 100 £ 100	£ 1.10 £ 1	£ 40 cents, sellers £20, sellers
National Bank of China, Limited	...	£ 100	£ 8.10	£25, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$115, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 20	$50
North-China Insurance Co., Ld.	5,000	£ 20	£ 5	Tls. 115, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$11¼, buyers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 20	$80, ex div., buyers
Yangtsze Insurance Association, L.	8,000	$ 100	a	$60, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ a	$79, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$	192, buyers
Straits Fire Insurance Co. Ld.	20,000	$ 100	$ 20	17, sellers; $16½, buyers
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H'kong & Whampoa Dock Co., L.	12,000	$ 125	all	72 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	a	$30, sellers
Douglas Steamship Co., Limited	20,000	$ 50	a	$37, buyers
H. K. and M. Steamboat Co., Ld	80,000	$ 25	a	$26¾ sellers
Indo-China S. N. Company, Limit	60,000	£ 10	a	55 % dis., nom.
Steam Launch Company, Limited.	2,000	$ 50	$	$20, steady
China Mutual S. N. Co.	20,000	£ 10	£ 1	£8. nom.
Do. (new issue)	20,000	£ 10	£ 1	£2 nom. £1
REFINERIES.				
China Sugar Company, Limited	15,000	100	a	$150, sales and sellers
Union Sugar Company, Limited	7,000	100	a	$32½, sellers
WHARVES.				
H.K. & Kow. Wharf & Godown C.	20,000	$ 50	all	$38, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37	$42, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$54, sales
Kowloon Land and Building Company,	6,000	$ 50	$ 5	$7¾, sales
Humphreys' Estate & Finance Co.	1,000	$ 100	al	$14, nom.
West Point Building Co., Limited.	12,500	$ 50	$ 4	$20, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ld.	1,200	$ 100	all	$67½, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	45,000	$ 50	al	$5, ex div.
Punjom Mining Co., Ld.	60,000	$ 40	$ 32	$5.50
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$80, sales
The Balmoral Gold M'ing Co., Ld	15,000	$ 100	al	25 cents
New Imuris Mines, Limited	17500	£ 1	17/6	nom.
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/4	$5
Société Francise des Houilleres de Tourane	8,000	Fcs. 500	F. 50 37	nom.
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 50	$1, buyers
H. G. Brown & Co., Limited	6,000	$ 50	all	$10, buyers
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 5	nom.
Hongkong Hotel Company, Ld. 3,000 shs. issued	6,000	$ 50	al	$15, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	a	$10¼, buyers; $10½, sellers
Dakin, Cruickshank & Co., Ld.	60,000	$ 5	a	$1¼, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	al	$105, buyers
Hongkong Electric Co., Limited	30,000	$ 100	$ 8	$3.25, sales and sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld. *	20,000	$ 50	all	$2, buyers; $3, sellers
Hongkong Brick & Cement Co., Ld.	4,000	$ 15	$12.50	$3, steady
MISCELLANEOUS.				
Campbell, Moore & Co., Limited	1,200	$ 100	al	$4, nom.
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$15, buyers
Hongkong Bakery Company, Ld.	600	$ 50	al	$65
Hongkong Dairy Farm Co.	3,000	$ 10	al	$5, firm
Hongkong Ice Company, Limited	5,000	$ 15	al	$59, buyers
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$55, sellers

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200	Tls. 250	7 % p. annum	13 % prem., buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1899	$ 400,000.00	$500	6 „ prem.	$500

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Activ	3 c	Hygom	Dan. str.	355	Oct. 3	Chinese	Hoihow, &c.	
Amigo	...	Bendixen	Ger. str.	771	July 16	Wieler & Co.		K'loon Dock
Ask	5 c	Revsbeck	Danish str.	682	Oct. 8	A. R. Marty	Haiphong	To-morrow
Bantam	5 k	Bergh	Dutch str.	1457	July 19	Lauts & Wegener		
Chelydra	5 c	Cass	Brit. str.	1544	Oct. 6	Jardine, Matheson & Co.		
China	5 c	Ward	Brit. str.	5288	Oct. 6	P. M. S. S. Co.	San Francisco	17th inst.
Chusan	4 c	Wendt	Ger. str.	623	Oct. 5	A. R. Marty		
Donteros	3 h	Dinse	Ger. str.	1197	Oct. 9	Siemssen & Co.		
Empress of China	5 c	Archibald	Brit. str.	3003	Oct. 10	Canadian Pacific Railway Co.		
Fooksang	3 h	Wilde	Brit. str.	991	Oct. 5	Jardine, Matheson & Co.		
Formosa	5 h	Hall	Brit. str.	674	Oct. 10	Douglas Steamship Co.	Coast Ports	12th inst.
Fregner	3 c	Gullicksen	Norw. str.	719	Oct. 9	John Andrew	Kobe	
Fu Ping	3 h	Watts	Chi. str.	646	Oct. 8	O. S. & M. Co.		
Fushun	3 h	Lancaster	Chi. str.	1504	Oct. 9	C. M. S. N. Co.	Shanghai	To-day
Giava	5 c	Sessini	Ital. str.	1318	Oct. 4	Carlowitz & Co.	Bombay, &c.	12th inst.
Glenartney	5 c	McGregor	Brit. str.	1994	Oct. 9	Jardine, Matheson & Co.	Shanghai	To-day
Glucksburg	3 c	Thomsen	Ger. str.	918	Oct. 10	Melchers & Co.		
Guthrie	5 c	Helms	Brit. str.	1494	Oct. 9	Gibb, Livingston & Co.	Sydney	13th inst.
Haiphong	5 h	Galetti	Fch. str.	874	Oct. 9	Messageries Maritimes	Haiphong	
Hongkong	3 c	Eastern	Fren. str	750	Oct. 10	A. R. Marty		
Independent	5 c	Schäfer	Ger. str.	1125	July 11	Wieler & Co.		
Jacob Diederichsen	5 c	Hundewadt	Ger. str.	710	Oct. 7	Chinese		
Kangpai	3 h	Soden	Chi. str.	692	Oct. 10	C. M. S. N. Co.		
Lawang	5 c	Binger	Ger. str.	1578	Oct. 10	Siemssen & Co.	Hamburg	13th inst.
Loksang	5 c	Moncur	Brit. str.	978	Oct. 5	Jardine, Matheson & Co.	Shanghai	To-day
Mongkut	2 h	Stonham	Brit. str.	859	Oct. 4	Yuen Fat Hong		
Moray	5 c	Thomson	Brit. str.	1411	Oct. 9	Dodwell, Carlill & Co.		
Na. Sa. del Rosario	5 c	Olaviaga	Span. str.	466	Sept. 25	Brandao & Co.		
Oanfa	5 c	Shaw	Brit. str.	1970	Oct. 7	Arnhold, Karberg & Co.	Singapore	To-morrow
Pakshan	3 h	Jenkins	Brit. str.	835	Oct. 5	Hop Hing Hong	Swatow	To-morrow
Phra Chom Klao	2 c	Fowler	Brit. str.	1012	Oct. 9	Yuen Fat Hong	Swatow & Bangkok	
Phra Chula Chom Klao	2 h	Morris	Brit. str.	1011	Oct. 7	Yuen Fat Hong		
Pei Fish		Stopani	Brit. tug.	[illegible]	[illegible]	[illegible] Dock Co.		
Priam	5 c	Thompson	Brit. str.	1892	Oct. 7	Butterfield & Swire	Amoy	To-morrow
Rio	3 c	Davidson	Ger. str.	1099	Oct. 6	Wieler & Co.		
Rohilla	5 k	Nantes	Brit. str.	2175	Oct. 10	P. & O. S. N. Co.	Europe, &c.	12th inst.
Shanghai	5 k	Street	Brit. str.	2044	Oct. 9	P. & O. S. N. Co.		
Soochow	8 c	Martin	Brit. str.	999	Oct. 7	Butterfield & Swire		
Swatow	3 c	Binge	Ger. str.	630	Oct. 7	Melchers & Co.	Chefoo & N'chwang	To-morrow
Tsinan	5 c	Ramsay	Brit. str.	1265	Oct. 6	Butterfield & Swire		
Verona	10	Pocque	Brit. str.	1876	Oct. 9	P. & O. S. N. Co.	Yokohama	13th inst.
Wuampoa	5 c	Dawson	Brit. str.	1108	Oct. 5	Butterfield & Swire		
Yuensang	3 c	Waddilove	Brit. str.	1150	Oct. 6	Jardine, Matheson & Co.	Amoy & Manila	To-day
Sailing Vessels								
Adolph	8 k	Westergaard	Ger. bqe.	867	Aug. 21	Siemssen & Co.		
Bittern	4 c	Stronach	Br. bqtine.	393	Sept. 17	Order		
Centennial	3 k	Colcord	Amer. sh.	1228	Sept. 6	Order		
Greedmore	5 k	Kennedy	Brit. sh.	1448	Aug. 28	Siemssen & Co.		
Elizabeth Ahrens	8 h	Alve	Ger. bqe.	400	Oct. 5	Master		
Else	8 h	Lammers	Br. bqtine.	590	Sept. 20	Melchers & Co.		
Emily F. Whitney	5 k	Parson	Amer. sh.	1249	Sept. 3	Order		
Fannie Skolfield	5 k	Sherman	Amer. bqe.	1023	Oct. 4	Captain		
George Stetson	5 k	Murphy	Amer. sh.	1780	Aug. 6	Jardine, Matheson & Co.		
John Currier	5 c	Laurence	Amer. sh.	1848	Oct. 4	Order		
John R. Kelley	k	Chapman	Amer. sh.	2252	Sept. 1	Master		
Lucy A. Nichols	5 k	Nichols	Amer. bqe.	1330	Aug. 3	Melchers & Co.		
Nam Shan Sing	9 c	Lok Li Tong	Chi. 3-m.sc.	368	Aug. 3	Yong Kee & Co.		
Orient	5 c	Christiansen	Ger. bqe.	461	Oct. 5	Captain		
Somali	5 k	Morgan	Brit. sh.	3332	May 17	Gilman & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. George A. Callaghan	Yokohama
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Yokohama
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Daphne	cruiser	1140	—	—	Commander MacArthur	Yokohama
Egeria	surveying ship	740	—	—	Commander A. M. Field	Singapore
Esk	g-bt. 3rd class coast defence	353	3	340	Lt.-Com. Ravenhill	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Shanghai
Imperieuse*	twinscrew battle ship	8400	10	10000	Captain J. M. McQuhae	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Castle	Nagasaki
Linnet	gun-vessel 2nd class	756	5	195	Commander Chisholm Batten	Hongkong
Mercury	cruiser 2nd class	3730	13	7290	Capt. Wilmot H. Fawkes	Nagasaki
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	ordered to Hongkong
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hongkong
Plover	gunboat 1st class	755	6	1200	Hon. Lt.-Com. F. C. B. Addington	Yokohama
Porpoise	cruiser 3rd class	1770	5	3500	Commander Burr	Yokohama
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. G. Heugh	Shanghai
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Shanghai
Severn	cruiser 2nd class	4030	12	6090	Captain Henderson	Nagasaki
Swift	gun-vessel 2nd class	756	5	1000	Commander Kirby	Bangkok
Tweed	g-bt. 3rd class coast defence	363	3	340		Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Eltchaninoff	Nagasaki
Africa	Portuguese troopship	—	—	—	Captain Vianno	Macao
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreira	Macao
Charleston	U. S. cruiser	3730	8	—	Captain Remey	Kobe
Comète	French gunboat	500	—	—	Capt. Dartige du Fournet	Bangkok
Dilly	Portuguese gunboat	—	—	—		K'loon Dock
Forfait	French cruiser	2200	—	—	Captain Reclut	Nagasaki
Iltis	German gunboat	489	4	330	Captain Bandisin	Yokohama
Inconstant	French gunboat	800	—	—	Capt. Bory	Bangkok
Kaiserin Elizabeth	Austrian cruiser	4500	—	—	Captain A. R. v. Becker	Yokohama
Koreyetz	Russian man-of-war	1200	—	—	Captain Ph. Filiasoff	Vladivostock
Lancaster	U. S. cruiser	2120	—	—	Capt. McCormack	Yokohama
Lion	French gunboat	460	—	—	Lieutenant Papaix	Saigon
Lutin	French gunboat	485	4	420	Captain Nouy	Bangkok
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Yokohama
Maudjour	Russian cruiser	1700	—	—	Captain V. Brandt	Hankow
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bayer	Amoy
Palos	U. S. gunboat	420	6	550	Lieut.-Com. Rich	Nagasaki
Petrel	U. S. gunboat	884	—	—	Lt.-Com. M. R. S. Mackenzie	On a cruise
Pluvier	French gunboat	540	—	420	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Valera	Manila
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Ulloa	Spanish cruiser	1130	5	1600	Captain Diaz	Shanghai
Velasco	Spanish gunboat	1000	—	—	Captain Fernandez	K'loon Dock
Villars	French cruiser	2400	15	560	Captain Thomens	Shanghai
Vipere	French gunboat	480	4	420	Commander Constolls	Saigon
Vitiaz	Russian cruiser	2560	—	—	Captain Zarine	Nagasaki
Wolf	German gunboat	384	6	340	Captain Kratschmann	Swatow
Zabiaka	Russian cruiser	500	—	—	Captain Domojirow	Shanghai

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Kungpai	Chi. str.	
Lyeemoon	Ger. str.	
Toonan	Chi. str.	
Triumph	Ger. str.	

AMOY.

In port on September 28, 1893.

MERCHANT STEAMERS.

Cheang Chew	British	
Velox	German	

MERCHANT SAILING VESSEL.

Clan Grant	Brit. bqe.	
Kristina Nilsson	Ger. brig	

FOOCHOW.

In port on September 26, 1893

MERCHANT STEAMERS.

Port Albert	British	
Cito	German	
Kowshing	British	

MERCHANTS SAILING VESSELS.

Nanaimo	Brit. bqe.	

SHANGHAI.

In port on September 22, 1893.

MERCHANT STEAMERS.

Changsha	British	
Chingtu	British	
Chintung	Chinese	
Chiyuen	Chinese	
Chowchowfoo	German	
Fushun	Chinese	
Gulf of Siam	British	
Haechang	Chinese	
Hankow	British	
Kiangfoo	Chinese	
Kiangkwan	Chinese	
Kiangping	Chinese	
Lyeemoon	German	
Melbourne	French	
Oanfa	British	
Rosetta	British	
Shanghai	British	
Strathleven	British	
Victoria	Norwegian	
Yokohama Maru	Japanese	
Yuenwo	British	
Yung Ching	Chinese	

MERCHANT SAILING VESSELS.

Aigburth	Brit. sh.	
Anglo Indian	Brit. bqe.	
Aurora	Brit. bqe.	
Brazilera	Brit. bqe.	
Cape City	Brit. sch.	
G. R. Skolfield	Amer. sh.	
Harold	Brit. bqe.	
Hilston	Brit. sh.	
Kitty	Brit. bqe.	
Kumasaka Maru	Jap. bqe.	
McLaurin	Amer. sh.	
Satsuma	Brit bqe	
Sebastian Beck	Brit. bqe.	
Shanghai	Br. lighter	
Taku Maru	Japan. bqe.	

NAGASAKI.

In Port on September 23, 1893.

MERCHANT SAILING VESSELS.

Cape City	Br. 3m. sch.	
Sin Kolga	Brit. bqe.	

YOKOHAMA

In port on September 20, 1893.

Anaconda	Amer. sch.	
Esmeralda	Brit. sch.	
Oread	Brit. bqe.	
Walden Abbey	Brit. sh.	

HIOGO.

In port on September 21, 1893.

Clan Buchanan	Brit. bqe.	
H. Bischoff	Gr. 4-m. sh.	
L. L. Robbins	Brit. sh.	
Orpheus	Brit. sh.	

MANILA.

In Port on September 6, 1893.

MERCHANT STEAMERS AND SAILING VESSELS.

Dryfesdale	Brit. str.	Mediterranean
Esmeralda	Brit. str.	Hongkong
Fede E.	Italian bqe.	Atlantic, U.S.
Glengyle	Brit. str.	United K'dom
Hilaria	Brit. sh.	Liverpool
Hiogo Maru	Japan. str.	Japan v. H.K.
Kingsport	Brit. sh.	Liverpool
Mindoro	Amer. sh.	disengaged
Monrovia	Brit. sh.	Liverpool
Nicosia	Brit. bqe.	Atlantic, U.S.
N. S. de Antipolo	Span. str.	Provinces
Saturnus	Span. str.	Provinces
S. Ignacio de Loyola	Span. str.	L'pool v. Spain
Sungkiang	Brit. str.	Hongkong

ILOILO.

Continental	Dutch bqe.	Hongkong
Fidelio	Ger. str.	Hongkong
Bothiemay	Brit. bqe.	L'pool v. Manila

BANGKOK.

In port on September 20, 1893.

MERCHANT SAILING VESSELS.

Cam Ceion	Ger. bqe.	
Cromosa	Brit. bqe.	

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